



# Street Plan

## General

All roads and alleys designed for the Ridgeview UDO are designed to accommodate traffic efficiently while controlling speed and providing safe travel interior and adjacent to the site. All public roads are designed with standard curb and gutter sections, public sidewalks, standard roadway bases, binder, and asphalt toppings. Handicapped access ramps will be provided at each intersection as required. Site amenities in the right of way such as bollards, benches, bike loops, and trash receptacles will be maintained by the homeowners association. Ridgeview consists of two alley sections and three standard public roads with variations of each.

**Alley A & B**  
Alley A is an alley which functions as a parking lot for residential parking in the rear of the buildings. Alley B is an open design which can serve garages, carports, or open parking. In both types the parking, utilities, and trash service will be located in the alley. Canopy trees provide shade and break up the built areas. Lighting will be provided with light poles or private building mounted lights which will be maintained by the homeowners association.

**Street A**  
Street A is a one-way street providing parallel parking on one side and a bike lane on the other. A sidewalk is flush to the parallel parking with a planter island located every 2nd stall. Throughout the site open or natural space is located along the bike lane side of the road. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association.

## Street B

Street B functions to provide parallel parking for residences or guests along a roadway. The sidewalk, canopy trees, and street width are maintained consistently in each version. As on all roads the handicapped access and crosswalks will be located at intersections or islands. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association. This is the most widely used street and therefore has three variations.

## Street C

Street C is the largest road with a bike lane, divided median, and pedestrian sidewalks. The median contains lighting and understory trees. A bike lane on each side continues until reaching areas for cyclists to access less dense residential streets. Lighted bollards, street lamps, or private fixtures illuminate the sidewalk area for safety which will be maintained by the homeowners association. This street is a collector type street.